

free. Such bridge or tunnels would be maintained by the State Roads Commission, and tolls and revenues collected by that Commission. Such a plan for the financing of desired revenue producing public improvements represents a new and constructive idea in Maryland Government, and may prove of vast importance in the working out of the future development of the State.

Your Committee, however, believes that the only structure of the magnitude, importance and cost which would bring it within the purview of the Commission's plan and for which there is a present demand is one across the Chesapeake Bay, and that to create an entirely new State department for the purpose of considering and perhaps undertaking not only this project, but any other major toll bridge projects which might be urged, is not justified at this time.

Your Committee is not unmindful of the advantages suggested in the construction and financial plan recommended by the Chesapeake Bay Bridge Commission for any major toll bridge or tunnel which the State should undertake. We are advised that such a plan has been successfully used in a number of other States. We simply think that there is no need of a new State department in Maryland to deal with the subject. Rather do we think that the Commission's plan should be considered in connection with the proposition of a structure across the Chesapeake Bay alone.

Your Committee has held a number of meetings and hearings, and has carefully considered the data, estimates and general information presented to it. The hearings have been attended by the chairman and members of the Chesapeake Bay Bridge Committee of the Baltimore Association of Commerce, officers of the Claiborne-Annapolis Ferry Company, members of the General Assembly, representatives of the Chesapeake Bay Bridge Company, which is the private enterprise now holding the necessary Federal and State franchises to erect a bridge across the Bay, and others interested.

When the proposition of a Bay bridge was before the 1929 General Assembly, the whole idea was that it should be and was going to be built by private capital, and the General Assembly provided such State-aid as the private capital interested considered necessary, namely, approach roads and a subsidy.

It soon became obvious, however, that private capital, although convinced that the enterprise was entirely practicable